

VU Research Portal

The Impact of Public Transport Reform: an Assessment of Deregulation Policies

Mouwen, A.M.T.

2016

document version

Publisher's PDF, also known as Version of record

[Link to publication in VU Research Portal](#)

citation for published version (APA)

Mouwen, A. M. T. (2016). *The Impact of Public Transport Reform: an Assessment of Deregulation Policies*. [PhD-Thesis - Research and graduation internal, Vrije Universiteit Amsterdam]. Vrije Universiteit.

General rights

Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.

- Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
- You may not further distribute the material or use it for any profit-making activity or commercial gain
- You may freely distribute the URL identifying the publication in the public portal ?

Take down policy

If you believe that this document breaches copyright please contact us providing details, and we will remove access to the work immediately and investigate your claim.

E-mail address:

vuresearchportal.ub@vu.nl



The Impact of Public Transport Reform: an Assessment of Deregulation Policies

Arnoud M.T. Mouwen



Deregulation policies in public transport aim at achieving efficiency and equity objectives. The approach of this PhD thesis is to perform theoretical and empirical analyses of the economic structure and the institutional context of public transport. By doing so the complex mechanisms underlying public transport provision, demand and finance in a (de)regulated environment dominated by competitive tendering are clarified, and an assessment is performed on the impact of competitive tendering on passengers, PT authorities, and PT firms. Based on the empirical work it is concluded that the deregulation policy of the Dutch administration is successful. We find that the immediate effect of competitive tendering on efficiency and satisfaction is (nearly) absent, suggesting that the threat of competitive tendering is sufficient in a market when the majority of concessions is competitively tendered. The economies of scale results indicate that the geographical size of the current concession areas may not be altered without additional costs. From an operational costs perspective, our study suggests that there is no reason to increase (or decrease) the geographical size of the concession areas.

Arnoud Mouwen (1957) received his MSc in Economics with a specialisation in Spatial and Transport Economics from the Vrije Universiteit Amsterdam. He wrote this thesis at the department of Spatial Economics of the university next to his professional career as a transport consultant.